REMARKS

This submission is in response to the Final Office Action dated May 15, 2003. Reconsideration of the above identified application, in view of the above amendments and the following remarks, is respectfully requested.

Claims 1-3, 121 and 122 are pending in this application.

Claims 1-3, 121 and 122 stand rejected under 35 U.S.C. 102(b) as being anticipated by Walth et al. (U.S. Patent No. 5,738,198).

A summary of Walth et al. has been previously provided by Applicants. Once again, Walth et al. describe only a heating-up of the friction liner of the converter bypass clutch in connection with a slipping mode of the converter bypass clutch, with the heating effect being stronger for example, if the friction surface of the converter bypass clutch has to deliver the torque for pulling a trailer along mountain roads or the like. There are different ways for cooling the friction lining.

The cooling of the friction lining can be performed with a constant, strong flow of oil and in fact, according to the present invention, a regulation of the oil flow for cooling the friction lining is realized and in addition, the regulation is dependent upon the friction torque of the friction lining with a neighboring friction surface (i.e., either a further friction lining or the internal surface of the converter housing portion nearest to the engine).

Claim 1 has been amended to recite a torque converter including a housing that includes a cooling surface that engages the clutch and includes radially extending grooves that are stamped into the surface. The grooves extend radially in both directions beyond ends of a friction lining associated with the housing. No new matter is introduced since these features are provided in the specification at page 83 and on during a discussion of Fig. 9 and 13. The grooves are stamped (imprinted) into the inside of the converter housing on the side towards the engine. Applicants respectfully submit that this feature is neither disclosed nor suggested in the Walth et al. reference

for the following reasons. The grooves cannot be seen in the Walth et al. reference because the grooves are arranged exclusively in friction lining.

In contrast and as set forth in claim 1, in order to allow oil to flow from a radially outer location to a radially inner location, the grooves reach beyond the friction lining (e.g., ring-shaped friction lining) in both directions. As the oil pressure is increased,. more oil flows through the grooves and thus also over the portion of the friction lining that is currently at that place. Depending upon other circumstances, there can be another further stream of oil flowing over the surfaces of the non-stamped surface and of the friction lining for providing a cooling action.

Accordingly, Applicants respectfully submit that the cited Walth et al. reference fails to disclose or suggest the inclusion of grooves that are imprinted (stamped) into the surface of the housing and are formed such that they extend in both directions beyond ends of the friction lining. In direct contrast, any grooves in Walth et al. are exclusively formed in the friction lining.

For at least the foregoing reasons, Applicants respectfully submit that one or more claim features are not present in the Walth et al. reference and therefore, the rejection should be withdrawn.

Claims 2 and 3 should be allowed as depending from what should be an allowed independent claim 1, as amended.

Claim 121 recites a method of cooling a bypass clutch. The recited method is characterized as being one where the flow of fluid along the at least one path is regulated in dependency upon friction torque between friction surfaces of the driving and driven components. Applicants respectfully submit that the cited reference fails to disclose a method in which the fluid flow is regulated in dependency upon friction torque.

For at least this reason, reconsideration and allowance of claim 121 are respectfully requested.

Claim 122 should be allowed as depending on what should now be an allowed independent claim 121.

In view of the above, each of the presently pending claims in this application is believed to be in immediate condition for allowance. Accordingly, the Examiner is respectfully requested to pass this application to issue.

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Respectfully submitted,

By_____

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